

Public Government statement and on the strength of carefully prepared detailed plans, no change should be permitted to be made without reference to the Public Works Committee.

the	Stroke, S. P. Read	18st.	5lbs
on	Cox, G. F. Watts	16st.	4lbs

is to be
and ma
within his
ents are
elve con
ce of eig
ables. V
st gates
neighb
f the lo
force a
they see
maintain
st repor
bliss mus

men which caused intense thirst, while night the men were obliged to camp out in open and were continually disturbed by the wailing of waxes and flutes. The Makong, the Kiang, and the Kiang, and the Kiang, were forced to leave in favor of more fertile localities. The passage to the Salween, in particular, is attended with error. It is the river which is mentioned in story as having been crossed by Chu Koliang, the general of the Han, and the river is very muddy, land turbulent and so deadly that the men and herds of horses rot and drop off or contract with them. The officers and men of expedition crossed the river on rafts composed of coils of wire and only reached the opposite bank after a very hard struggle. The season being summer, the malaria was at its peak, and no less than ten members of the party succumbed to its effects during the three days of the crossing. The crossing of the river across the Salween, the difficulties connected with the construction of this extension line have, the colonialists state, been far greater than any

performed in first introducing the telegraph system into Yunnan, and they ask that the officers engaged on the work may receive rewards the same as is accorded in practice for safe transmission of urgent messages from the field of battle.—Receipt: We accede to the above request. Let the Board concerned take note.

THE WRECK OF THE "TOKIO MARU."

The Yokohama correspondent of the Kobe Herald, writing on the 8th instant, says:—
Your readers will be deeply sorry to hear that the *Tokyo Maru* will almost inevitably prove a total loss. The severe gale last night from the westward which roared east toward the south after one hour, is believed by experienced men here to have entirely dissipated all prospect of getting the vessel off the rocks. Several indeed expect to learn that the storm has completely wrecked

Drummond, to whom the voyage was likely to have proved the last, arrangements having actually been made for his relief by Captain Husey, in view of his (Captain Drummond's) promotion to more responsible and more coveted post on *others*. The *Tokio Maru* went on shore in thick weather at about 7 a.m. on the 6th December during the chief officer's watch. Captain Drummond was asleep at the time, the chief officer, doubtless from a reluctance to disturb a master under what seemed to him to be un-

essary circumstances, having most unhesitatingly wholly disregarded Captain Drummond's orders that he should be called when the ship's light was sighted. I am ordinally informed that the chief officer acknowledged having disobeyed his instructions, and feeling the utmost confidence in the ship's position, ordered the course without calling or consulting the captain. Whether the current set the ship in to an unusual degree or whether, as one published account states, a mistake was made in the lights, is not at present known. The latter

was scarcely tenable in view of the fact that Captain Drummond's express order would naturally preclude a mistake being made in connection with Noshima light. Assistance was dispatched early on Sunday under the personal superintendence of Mr. W. Barrie, the Superintendent Engineer of the Nippon Yusen Line, the *Eti Maru*, which conveyed the lifebuoys and other necessary stores, and the salvage corps and material to the stranded vessel, returned during last night, after laying out on the beach, and the *Tokei Maru's* position is reported to be an extraordinary one, having been particularly

posed, the vessel lying broadside on, with a heavy list seawards, on the rocky coastline about mid-way between Mula Ledge and Suosaki. The ship will prove a very strange one to the Company, and following close as it does upon the murdering of the *Muesashi Maru* and *Yorinobu Maru*, and the stranding of the *Harima Maru*, the next annual report is very too likely to be unpleasant and sad reading.

The *Harima Maru* is still on shore, but there is fair prospect that she will be floated. She is the

by the "open" though hostile crew, named Norita of Yokosaki, and though she was actually moved on a ship's length, a heavy swell a day or two later carried her back to the position she occupied originally. Last night's storm will not be affected her, it is believed, and hopes continue to be entertained that Messrs. Forbes & Inglis, the Company's Superintendent Captain and outside Superintendent Engineer, will eventually be successful in floating her. The *Japan Gazette* of the 10th inst. says:—The latest news concerning the *Tokio Maru* is

When the *Nagato Maru* passed her this morning the seas were breaking over her and she had a bad list to port. Her masts, were still standing. Last night's squall set have apparently prejudiced her chances of being off; indeed there is little hope of being on, thing better than a total wreck.

NOTES FROM CHINESE PAPERS.

The tea trade in Formosa has been very brisk this year; the Douglas Company are sending five steamers to do the tea carrying and they always fully laden when they leave Kelung Tamsui.

Between Kelung and Tamsui the railway crosses a place named Tsin-ohu, near which often the mountain torrents often wash away the track and interrupt communication sometimes for days. The track has been placed in

ious positions but not with success. Now it was proposed and decided to construct a long line to fix the track on and to allow the engine to run underneath it. The work is expected to be finished at the end of the Chinese year.

M.F. Shen Ping-cheng started from Anhui on the 12th instant for Nanking and arrived there the next morning at 9 o'clock. He was received with salutes of guns from the gunboats

ports and by all the Chinese, high and low, the number of several hundreds. As the son of Tseng Kuo-ch'an is still lying in state at the viceregal palace, H.E. Shen took up his quarters in a yamen fixed up for the purpose of accommodating him. On the 14th he took over seal of Vicerey of Liang-kiang and will act as Vicerey till the next spring, when H.E. Liu-yi, who is appointed to the position, arrives, will go back to Anhui as Governor of that province.

The Formosan Anglo-Chinese College has been in existence now for four years, and the scholars who attend it progress very rapidly in their studies. During the present year nine of the students have graduated and joined the Telegraph Service. The vacancies were quickly filled. The original intention was only to accept Chinese-born, but the competitors for entrance were numerous that it was found necessary to increase the accommodation of the school. There is one foreign professor, with two assistants who are foreign-educated Chinese, besides other na-

teachers who instruct in Chinese classics essays. H. E. Lin spares no labor and exertion in the direction of foreign and Chinese education, and he is well seconded by the manager of the College, who is a man endowed with much intelligence and liberal ideas.

ing the thickets and mountain fastnesses it
angurams, and sometimes impossible to
w them. Bat of late they have be-
emboldened through the evil-disposed
discontented Chinese, who urge them
and share their plunder. Several skir-
have taken place. The soldiers always
on account of the superiority of their fire-
In the 7th and 8th moon the troops of
gigues, augmented in number by riotous
these, amounted to no less than several thou-
Derivation followed their tracks. They

stopped in their course of march by Chibres who were stationed on top of a hill. A battle immediately ensued and the fight desperate indeed. Relying upon their great power they rushed up the hill recklessly, but in vain, the machine guns and rifles in the hands of the Chinese braves mowed them down with deadly precision. After struggling for hours to gain the position without success, losing over a thousand in dead and wounded, the attacking party finally withdrew. When

Thereupon arrived the Chinese craves took
flame and utterly ruin the aborigines
their Chinese allies. With the sitting in
inter it is intended to send a large expedi-
to give them a severe chastisement. As the
are stripped of their leaves, and thickets
dry are easily burned, their hiding places
be much exposed and it will be easier to
over and punish them.

SHIPPING

ARRIVALS.
Dec. 23. DEVAWONGSE, British str., 1,057, P. H.
Loff, Bangkok 16th Dec. and Anglin 17th
Timbor, Kioe, and General—YUEN FA
Hone.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.

23rd DECEMBER.
Acoustic, British str., for Canton
Tehran, British str., for Singapore,
Marsden, German str., for Nagasaki
Haiphong, British str., for Swatow
Zafra, British str., for Amoy
Mactan, German str., for Hongkong
Heppel, German str., for Yokohama.
Don Juan, Spanish str., for Amoy.

DEPARTURES.
Dec. 23. HAIPHONG, British str., for Swatow

AND SPIRIT MER
GAS IMPORTERS

Dec. 24, NAMYONG, British str., for Amoy.
Dec. 24, SMITH, Chinese str., for Swatow.
Dec. 24, SOMDETCH PHEA NANG, British str.
for Bangkok.
Dec. 24, WOOSUNG, British str., for Shanghai.
Dec. 24, DONA BARTOLA, Amr. sch., for Yap.
Dec. 24, FUSHUN, Chinese str., for Shanghai.

Chemicals, and Materials

Dec. 24, DON JUAN, Spaniard, for Saida.
Dec. 24, HESPERIA, German str., for Yokohama.
Dec. 24, THERBAN, British str., for Bombay.
Dec. 24, ZAPERO, British str., for Manila.

PASSENGERS.
ARRIVED.
Per *Detawongsee*, str., from Bangkok, &c.—10
Chinese.

REPORT.
The British steamer *Detawongsee*, from Bang
kok 16th Dec., and *Anchra* 17th, did not meet
her throughout the passage, with light winds.

VESSELS IN DOCK.
ABERDEEN DOCK.

y; and we trust it will
known that, quality for

Cheang Hye 'Teng, Poyan, Iou brokashin
Thales.
COSMOPOLITAN DOCK.—Para Chula (Chen
Kiao.
PASSENGERS BOOKED FOR
HONGKONG.
Par F. & O. steamer *Chasen*, from London
27th Nov.—Mr. Taylor and child, Mr. Wilson
Miss McLennan, Mr. Thomas Breck, From
Naples.—Mr. W. M. Goodman, Mr. A. P. S. Ke-
par F. & O. steamer *Carthage*, from London
27th Nov.—Miss Bechtel, Miss Anna Francis
Mr. D. E. Hueson, Capt. B. S. Poe. From
Brazil.—Mr. R. Wright.
Par Messageries Maritimes steamer *Sophaline*
from Marseilles, 30th Nov.—Mr. Koss, Mr.
David, Mr. Ullyse Pila, Mr. and Mrs. Iserwood
Mr. R. Aubrey.
Par Messageries Maritimes steamer *Leopoldine*
from Marseilles, 14th Dec.—Mr. Tharburn.

WATSON & Co., LI

HONGKONG HOTELS. Mr. E. Abraham
 son, Col. Pierre d'Anty and Mladre, d'Anty
 Messrs. G. B. Baxter, H. L. Cox, Capt. Cum-
 ningham, Lt. and Mrs. Putsey-Dawson, Mrs.
 R. W. Doan, Miss Dean, Mrs. and Miss
 Delafield, Miss Edwards, Miss M. R.
 Evans, Messrs. D. Ferguson, H. Fisher, Hon.
 Francis Fleming, C.M.G., Major and Mrs.
 Graham, Mrs. Heathcote, Miss Hopkins, Miss
 Yajiro Ito, Sir Allen Johnson, Rev. and
 Mrs. L. A. Jones, Mr. and Mrs. J. A. Jones,
 General Knorric, Capt. and Mrs. Lang,
 R. N., Miss A. L. Lewis, Miss L. T. Lewis,
 Messrs. Herbert C. Lewis, O. M. Locko, R.
 Lucas, W. H. Lyon, jun., Signor and Signora

LONDON OFFICE
106, Fenchurch Street,

[illegible]

J. MARSDEN SUTCLIFF
of "The Bells of St. Ba

A WELL-KNOWN MANUFACTURING FIRM OF MUSIC GOODS AND RECORDS for MUSIC INSTRUMENTS and every description. Highest Awards at all the principal Exhibitions, desires to form connections with Importers for whom the advertisement at the same time by our Commission in Germany all classes of goods suitable for Export. Full particulars invited to "J. F. 9193" of Rundorf-Moss, Berlin, S.W. (28)

COMPANIA GENERAL DE TABACOS DE FILIPINAS,
MANILA.

Hon. Sec. Jubi
kong, 22nd December, 18

TOBACCO GROWERS AND MERCHANTS, AND
MANUFACTURERS OF CIGARS, CIGARETTES
AND CUT TOBACCO.

—
ESTABLISHED 1881.

CAPITAL..... £3,000,000.

Awarded in Eight Exhibitions Honour Gold
Medals, First Prizes, Diplomas of Syndicate,
First Order of Merit.

Gold Medal at Paris, 1889.

—

Ask your Tobacconist for the following un-
der the name of "FLORE DE LA JARDINIERE," brand
of CIGARETTES, CIGARS, and CUT TOBACCO.

the Clerk of the Course

Regala Antonio Lopez	Orizaba
Regala Gustavo Pereira	Meda Regala
Non Plus Ultra	Coches Especia
Bouquet	Windsors
Reina Victoria	Londres
Celebrata	Princesas
Regala Comme il faut	Regala de la Re
Regala	Nuevo Habanc
Brevas	Nuevo Cartazo

All orders should be addressed to the Administrator General of the Company, through Messrs. REMEDIOS & Co., Agents Hongkong.

The Steamers of the Compania Transatlantica from Barcelona to America and vice versa will call at Liberia every 22 days and will receive Cargo and Passengers on board.

Hongkong, 15th March 1892

TO BE LET.

TO LET.
THE HOUSES at the VICTORIA PEAK
 year the Flagstaff, immediate possession.
 Apply to
B. JONES HUGHES
 Hongkong, 11th Jan. 1890. [1391]

TO LET.
NOS. 7 & 9, SEYMOUR TERRACE.
 OFFICES & CHAMBERS in CONNAUGHT
 HOUSE, QUEEN'S ROAD CENTRAL.
 OFFICES in VICTORIA BUILDINGS,
 TUSCULUM MAGNATE GARDEN,
 No. 4, O'NEILL STREET,
 No. 14, SEYMOUR TERRACE,
 No. 3, GORCH HILL, THE PEAK. Fur-
 nished.
 ROOMS in COLLIER'S CHAMBERS, No. 4,
 SEYMOUR TERRACE.
 Apply to
DAVID SASSOON, SONS & Co.
 Hongkong, 11th December, 1889. [140]

TO LET.
THE PEAK BUILDING CO., LIMITED.
 THREE FIVE-ROOMED HOUSES Nos.
 7, 8, & 9, SEYMOUR TERRACE, near Peak
 Church, Can hold on.
 Apply to the
 SECRETARY,
 at Office 47, Queen's Road Central,
 Hongkong, 11th Jan. 1890. [1393]

TO LET.
NOS. 3, MORRISON HILL. Entry, 1st
 Jan.
 Apply to
G. C. ANDERSON,
 13, Praya Central.
 Hongkong, 23rd April, 1890. [978]

TO LET.
A GODOWN at WEST POINT.
 ROOMS on Second Floor of (Marine)
 Telegraph House.
"HISREY VILLA," POKHONGUM,
 BREEZY POINT, BOKHAM ROAD, with
 Tennis Lawn.
"THE HOMESTEAD," Mount K. Lett
 -furnished.
 Apply to
SHARP & Co.,
 Hongkong, 4th October, 1890. [141]

TO LET.
GROUND FLOOR of No. 2.
FIRST FLOOR of No. 3.
MAGAZINE GAP.
 Rent \$45 each.
 Apply to
THE HONGKONG LAND INVEST.
 MESSRS. AGENTS, Co., Ltd.
 Hongkong, 3rd December, 1889. [2551]

TO LET.
 With immediate possession.
NOS. 6 and 9, UPPER MOSQUE TERRACE.
 Eight Houses lately cleaned, repaired,
 and fitted. Ready for occupation.
 For particulars apply to
H. J. SAMPSON,
 No. 7, Connaught House.
 Hongkong, 24th November, 1890. [1261]

TO BE LET or SOLD.
 On favourable terms, with immediate
 possession.
EIGHT HOUSES at "MOUNTAIN VIEW,"
 Peak District, near Plunkett's Gap.
 If sold part of the Purchase money can re-
 main on Mortgage.
 Apply to
JOHN A. JUPP,
 Secretary,
 THE AUSTIN ARMS HOTEL,
 AND BUILDING COMPANY, Ltd.
 Hongkong, 6th October, 1890. [1338]

TO BE LET.
DESIRABLE OFFICES & GODOWNS.
 No. 13, Praya Central.
 Apply to
STOUTER & HIRST.
 Hongkong, 8th October, 1889. [147]

TO LET.
HOUSE No. 12, WYNDHAM STREET.
 Apply to
J. A. DE CARVALHO.
 Hongkong, 1st December, 1890. [2538]

TO LET, FURNISHED.
 Possession 1st March, 1891.
NO. 1, QUEEN'S GARDENS, SEVEN
ROOMS.
 Apply to
J. LAMKE.
 Hongkong, 9th December, 1890. [2502]

TO LET.
 With immediate possession.
GODOWN No. 47, in MATHEWSON STREET,
 WANCHAI.
 Apply to
EDWARD SCHELLHASS & Co.
 Hongkong, 22nd October, 1890. [1284]

TO LET.
THE DWELLING HOUSE, No. 3, Wynd-
 ham Street, at present in the occupation of
 CHAS. MESS. Possession from the 1st
 NOVEMBER NEXT.
 Apply to
DOUGLAS LARPAIK & Co.,
 Hongkong, 2nd October, 1890. [2517]

TO LET.
THE TOP FLOOR of No. 6, LORIMER
LANE, consisting of Dining Room, Draw-
 ing Room, and three Bed Rooms, with Bath-
 Room and Servants' Quarters attached. Rent
 \$80 per month.
 Apply to
GIBB, LIVINGSTON & Co.,
 Hongkong, 25th November, 1890. [2491]

TO LET.
 Immediate possession.
HOUSE No. 7, UPPER MOSQUE TERRACE.
 Cheap rental.
 Apply to
LINSTEAD & DAVIS.
 Hongkong, 14th November, 1890. [2003]

TO BE LET AT THE PEAK.
 ON REASONABLE TERMS.
CHABRIER, containing Drawing, Draw-
 ing, Reception Rooms, 4 floors, and 20
 Bed Rooms, with two Tennis Courts.
 Apply to the Secretary,
PEAK HOTEL & TRADING CO., LTD.
 HONGKONG.
 Hongkong, 12th December, 1890. [2508]

TO LET.
 With possession from 1st February Next.
THREE LARGE ROOMS, suitable for
 Offices, now in the occupation of the
 CHINA EXPORT, IMPORT, and BANK COM-
 PANY.
 Apply to
CARLOWITZ & Co.
 Hongkong, 1st November, 1890. [2540]

TO LET.
CRAIGELLACHIE, 8, BONHAM ROAD.
 Apply to
LINSTEAD & DAVIS.
 Hongkong, 21st August, 1890. [1874]

TO LET.
NOS. 3 LOWER MOSQUE TERRACE
 Apply to
CHAN YAU.
 Hongkong, 20th August, 1890. [1398]

TO LET.
 FROM THE 1ST JANUARY NEXT.
NOS. 53 and 55, PRINCE STREET.
 Apply to
WOTTON & DEACON.
 Hongkong, 24th December, 1890. [2528]

TO LET & FOR SALE.

TO LET.
 WITH IMMEDIATE POSSESSION.
THE MARINE HOTEL.
 SITUATE on the PRAYA, opposite to the
 old P. O. Wharf, comprising 22 Bed-
 Rooms, Dining-Room, Billiard-Room, Bar, &c.
 Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
 Hongkong, 17th December, 1889. [2598]

TO BE LET.
ONE DOUBLE HOUSE at WING DIKE
 BUILDINGS, Wanchai Road (opposite
 Bazaar). Nine Rooms. Best moderate.
NO. 10, RICHMOND TERRACE, Six Dwell-
 ing Rooms, English Kitchen, Fowl House, Con-
 servatory, and well-shaded Tennis Lawn.
 Apply to
HENRY HUMPHREYS,
 HUNTER'S BUILDING, 18, PRAYA CENTRAL.
 Hongkong, 16th December, 1889. [1305]

TO LET.
DESIRABLE FIVE ROOMED RESIDENCE,
 STOWFORD, Bonham Road.
 Apply to
LINSTEAD & DAVIS.
 Hongkong, 3rd November, 1890. [2547]

TO LET.
THE desirable RESIDENCE known as
SASSOON'S VILLA.
 Apply to
DAIRY FARM COMPANY, LTD.
 5, ST. JAMES STREET,
 Hongkong, 15th December, 1890. [2546]

TO LET.
 WITH IMMEDIATE POSSESSION.
NO. 17, PRAYA CENTRAL.
 A SPACIOUS GODOWN, suitable for
 Shipchandler or Store (lately occupied
 by Messrs. BLACKBURN & Co.).
 Also,
 OFFICES above Messrs. DOUGLAS LARPAIK
 & Co.'s Premises.
 Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
 Hongkong, 17th December, 1890. [2567]

TO LET.
ROUYER, GUILLET & Co.,
COGNAC, FRANCE.
 For Ten Years the Largest Shippers
 of Bulk
BRANDY.

TO LET.
 All Communications direct or to
LONDON BRANCH,
ROUYER, GUILLET & Co.,
 59, MARK LANE, LONDON, E.C. 1890

HONGKONG WHARF & GODOWN S.
 Goods received on STORAGE at Moderate
 Rates, in First-class Godowns.
STEAMER CARGOES discharged on
 favourable terms.
 Apply to
MEYER & Co.,
 Hongkong, 2nd July, 1887. [1317]

FOR SALE.
 Just received from Peking:
AN INVOICE of FINE
PEKING CLOISONNE WARE, com-
 prising VASES of Assorted Sizes,
BOTTLES, ORNAMENTS, &c.
G. R. LAMBERT,
 Auctioneer.
 Hongkong, 19th September, 1890. [12057]

FOR SALE.
"CHAMPAGNE MONOPOLIE,"
—HIDISIECK & Co.—
 MONOPOLIE Red Seal (medium dry).
 Do. "sec" (Red Seal) (dry).
 Dev. Do. (extra dry).
 CARLOWITZ & Co.,
 Hongkong, 1st July, 1885. [11816]

FOR SALE.
JULES MUM & Co.'s
CHAMPAGNE, Qts. 320 & Pts. 512.
 DUVOS FRERES & Co. of Reims & Co.'s
BORDEAUX CLARETS,
 WHITE WINES.
CHAU, LEOVILLE, at \$25 per Case of 1 doz.
CHAU, MARCOTTE, at \$25 per Case of 1 doz.
BAKTER'S "BARLEY BEER,"
 (Celebrated 7 years Old WHISKY,
 at \$25 per Case of 1 doz.)
GIBB, LIVINGSTON & Co.,
 Hongkong, 1st November, 1890. [25]

FOR SALE, CHEAP.
CYLINDRICAL TUBULAR BOILERS,
 No. 150, including 1 P. each, and tested to
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and 1 HORIZONTAL DRIVING ENGINE, 1-12
 H.P. Horizontal Driving ENGINE, 1-12
 H.P. extra heavy, loose bed, 18 inch centre,
 weight about 9 tons. 1 LATER, 10 inch centre,
 150 lbs. to the square inch; they are 18 feet long
 by 6 feet in diameter, double FURROWS, and
 11-23 in. Taper, weight about 8 tons each;
 they have been built at H. M.'s Naval Yard,
 and 2 COGNITION BOILERS, 16 feet long
 by 5 feet 10 inches in diameter, fitted with
 Galvaly Tubes each, and are about 60 inches
 H.P. each. 1-12 H.P. CORNER BOILERS
 and